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**INSULATIVE PERFORMANCE OF  
SELECTED ABLATIVE MATERIALS  
IN A LOW ENTHALPY HYPERSONIC AIRSTREAM**



J. B. Carman, Jr.  
ARO, Inc.

**May 1966**

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**FOREWORD**

The work herein was conducted for the General Electric Company at the request of the Ballistic Systems Division (BSD), Air Force Systems Command (AFSC), under Program Element 11016014, System 133B.

The results of the tests were obtained by ARO, Inc. (a subsidiary of Sverdrup and Parcel, Inc.), contract operator of the Arnold Engineering Development Center (AFDC), AFSC, Arnold Air Force Station, Tennessee, under Contract AF40(600)-1200. The tests were conducted on November 22, 1965 under ARO Project No. VC0647, and the manuscript was submitted for publication on January 11, 1966.

This technical report has been reviewed and is approved.

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**ABSTRACT**

Tests were conducted to investigate the insulative performance of selected ablative materials when exposed to a relatively low enthalpy hypersonic airstream. Samples of cork, an elastomeric shield material, phenolic glass containing a buton resin, and phenolic glass, mounted on the surface of a sharp flat plate, were injected into a Mach 10 airstream at 15- and 25-deg angles of attack. The model was tested at a high free-stream Reynolds number,  $2.2 \times 10^6$  per foot, to produce turbulent flow over the samples. The test results, which consisted of back surface temperature histories on the 0.15-in.-thick samples, showed that cork provided the greatest heat protection.

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**NOMENCLATURE**

b	Model skin thickness, ft
c	Model skin specific heat, Btu/lb-°R
h	Local heat-transfer coefficient, Btu/ft <sup>2</sup> -sec-°R
L	Model length, in.
M <sub>L</sub>	Theoretical local Mach number at edge of model boundary layer
M <sub>∞</sub>	Wind tunnel free-stream Mach number
p	Model wall static pressure, psi
P <sub>∞</sub>	Wind tunnel free-stream static pressure, psi
q	Local heat-transfer rate, Btu/ft <sup>2</sup> -sec
T <sub>aw</sub>	Adiabatic wall temperature, °R
ΔT <sub>BF</sub>	Material sample backface temperature change, °R
T <sub>w</sub>	Model wall temperature, °R
T <sub>∞</sub>	Wind tunnel free-stream static temperature, °R
t	Time of model exposure to tunnel free stream, sec
w	Model skin specific weight, lb/ft <sup>3</sup>
x	Distance along model from leading edge in flow direction, in.
α	Angle of attack of model test surface (positive angle = test surface windward), deg

## SECTION I INTRODUCTION

Pressure and heat-transfer measurements on a sharp flat plate and backface temperature measurements on selected ablation samples were made at a nominal free-stream Mach number of 10 and at angles of attack of 15 and 25 deg. The test was performed in the 50-in. hypersonic tunnel (Gas Dynamic Wind Tunnel, Hypersonic (C)) at a free-stream unit Reynolds number of  $2.2 \times 10^6$  per foot.

The objective of this test was to investigate the insulative capabilities of four ablation materials in a relatively low enthalpy hypersonic airstream. No ablation data for the particular materials were available in this flow regime. As material response to heating at low enthalpy might differ from the response at high enthalpy conditions, these data were necessary to complete an effective study of material performance.

## SECTION II APPARATUS

### 2.1 WIND TUNNEL

Tunnel C is an axisymmetric, continuous flow, variable density wind tunnel with a 50-in.-diam test section. The tunnel operates at a nominal Mach number of 10 at stagnation pressures from 200 to 1800 psia. Stagnation temperatures up to 1900°R are utilized to prevent liquefaction of the air in the test section. A sketch of Tunnel C and associated equipment is shown in Fig. 1.

### 2.2 MODEL

The investigation was conducted on the stainless steel flat plate shown in Figs. 2 and 3. The model was provided with interchangeable heat-transfer and pressure panels for flat plate surface flow calibration. The panels were designed to fair smoothly with the model surface except near the nose of the model where a 0.20-in.-wide and 0.15-in.-deep gap was located to allow for thermal expansion (Fig. 2). Surface instrumentation was arranged as shown in Fig. 3a.

Material samples were designed as inserts to replace one of the calibration panels. As shown in Fig. 3b, the 0.150-in.-thick sample was bonded to a 0.005-in.-thick stainless steel panel which was, in turn, bonded to a piece of Textolite®. Sample backface temperatures were monitored by thermocouples attached to the underside of the stainless steel panel. Ablation materials tested included samples of cork, an elastomeric shield material (ESM), phenolic glass, and phenolic glass containing a buton resin (Buton A500).

### 2.3 INSTRUMENTATION

Each channel of the Tunnel C pressure measuring system consists of a 1- and a 15-psid frequency modulated transducer. These are switched in and out of the system automatically to allow measuring to the best available precision.

The Chromel-Alumel® thermocouple outputs were recorded on magnetic tape at a rate of 20 times per second. The reference junction of each thermocouple was maintained at 132°F.

Model flow field photographs were obtained with a single-pass, collimated beam schlieren system. Typical photographs are shown in Fig. 4.

## SECTION III PROCEDURE

### 3.1 TEST CONDITIONS

Transient heat-transfer data were obtained by injecting the model into the airstream for a specified period of time while model thermocouple histories were recorded. The model was then retracted into the installation chamber below the tunnel and cooled with air until the model reached a uniform temperature. This procedure was repeated at the test conditions summarized below:

#### Nominal Free-Stream Conditions

Total pressure,  $p_0 = 1800$  psia

Total temperature,  $T_0 = 1896^{\circ}\text{R}$

Mach number,  $M_\infty = 10.18$

Unit Reynolds number,  $\text{Re}_\infty = 2.2 \times 10^6$  per foot

Static pressure,  $p_\infty = 0.037$  psia

Static temperature,  $T_\infty = 91.7^{\circ}\text{R}$

<u>t, sec</u>	<u><math>\alpha</math>, deg</u>	<u>Ablation Sample Material</u>	<u>Data</u>
5	15, 25	0.05-in.-thick stainless steel	Heat transfer
30	15, 25	Cork, ESM, Phenolic Glass, and Buton A500	Backface temperature
60	15, 25	Cork, ESM, Phenolic Glass, and Buton A500	Backface temperature
120	15	Cork, ESM, Phenolic Glass, and Buton A500	Backface temperature
---	15, 25		Pressure

### 3.2 DATA REDUCTION

Free-stream conditions were computed assuming an isentropic expansion of a variable specific heat gas following the method of Ref. 1. Values of aerodynamic heating rate were calculated using temperature-time data in the relation

$$\dot{q} = wbc \frac{dT_w}{dt}$$

Heat-transfer coefficients were calculated using the equation

$$h = \dot{q}/(T_{aw} - T_w)$$

where

$$T_{aw} = T_\infty [1 + 0.9 (0.2 M_\infty^2)]$$

### SECTION IV RESULTS AND DISCUSSION

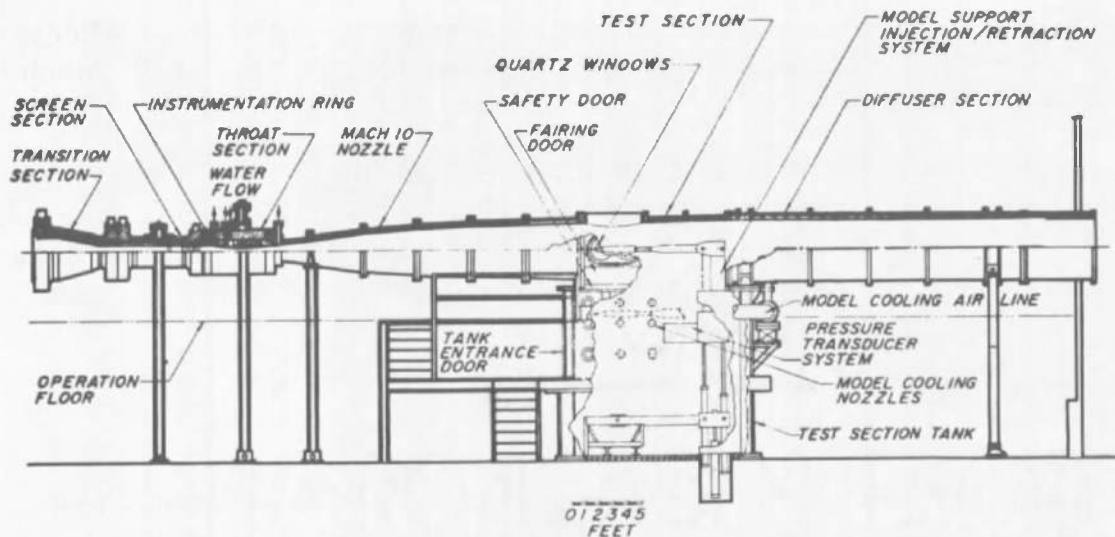
In order to obtain the desired heat-flux levels, it was necessary to provide turbulent flow in the area of the ablation samples. As shown in Fig. 5 by the sudden increase in  $h$ , transition started at approximately 30 percent of the model length for both angles of attack, and the flow was fully turbulent over the ablation material. Measured heat-transfer coefficient values for laminar and turbulent flow closely agreed with those predicted by the methods of Ref. 2. Surface pressure measurements, however, differed somewhat from those given by wedge theory, because of disturbances in the flow caused by a shock emanating from the thermal expansion gap (see Fig. 4). The sudden drop in pressure aft of the

$x/L = 0.55$  in Fig. 5b may be attributed to leading-edge corner effects as illustrated by the estimated location of the intersection of the Mach lines with the model centerline.

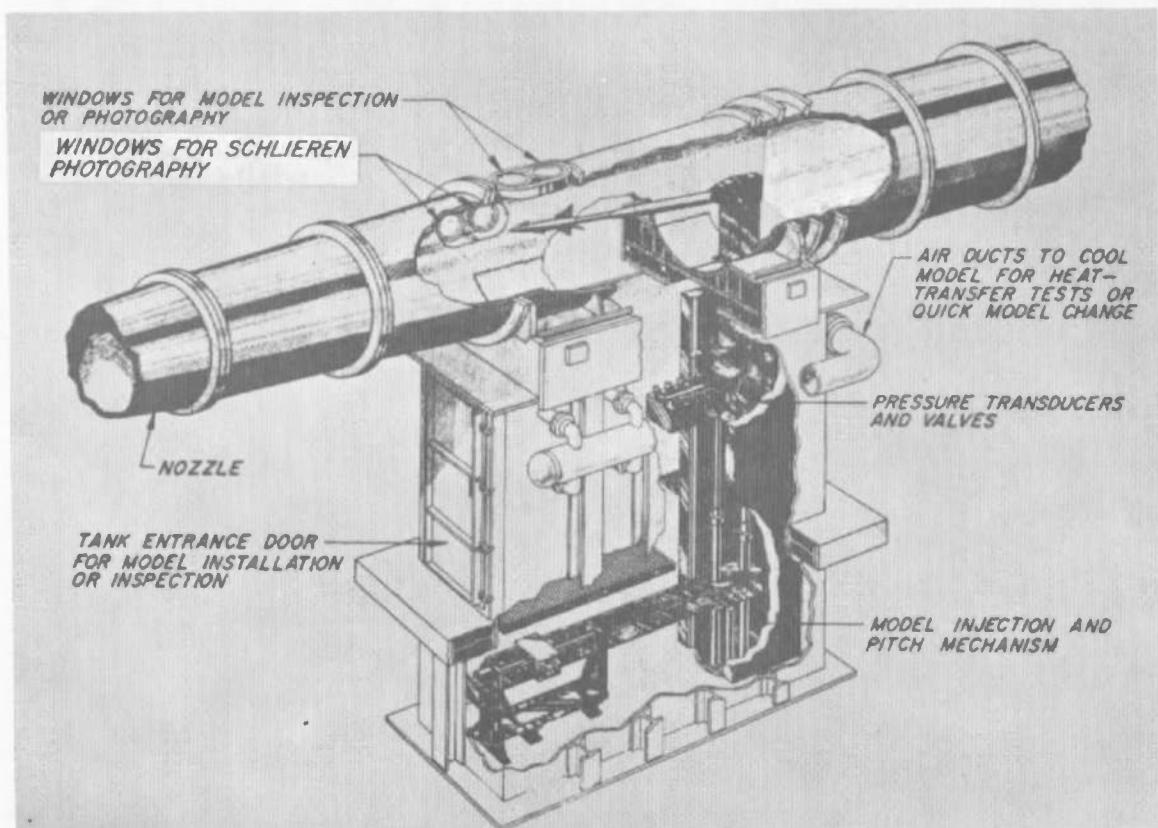
Insulative performance of the materials is illustrated in Fig. 6. Cork had the best insulative properties of the materials tested, whereas ESM and Buton A500 showed similar but somewhat less insulative capabilities. Phenolic glass offered the least insulation capacity.

#### REFERENCES

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2. Harms, R. J., Schmidt, C. M., Hanawalt, A. J., and Schmitt, D. A. "A Manual for Determining Aerodynamic Heating of High-Speed Aircraft." Bell Aircraft Corporation, Report No. 7006-3352-001 (AD 229434), June 1959.



Tunnel Assembly



Test Section

Fig. 1 Tunnel C

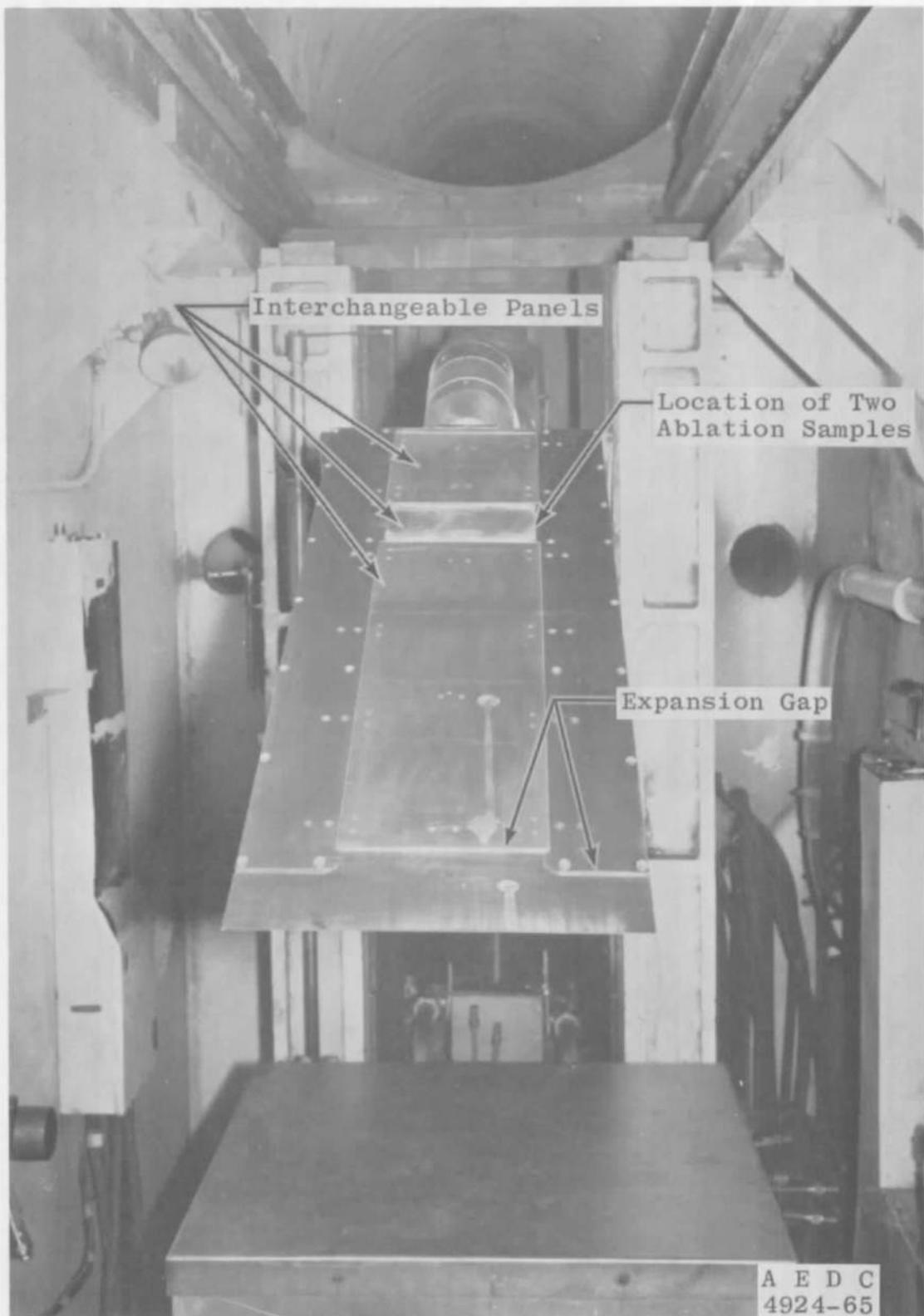
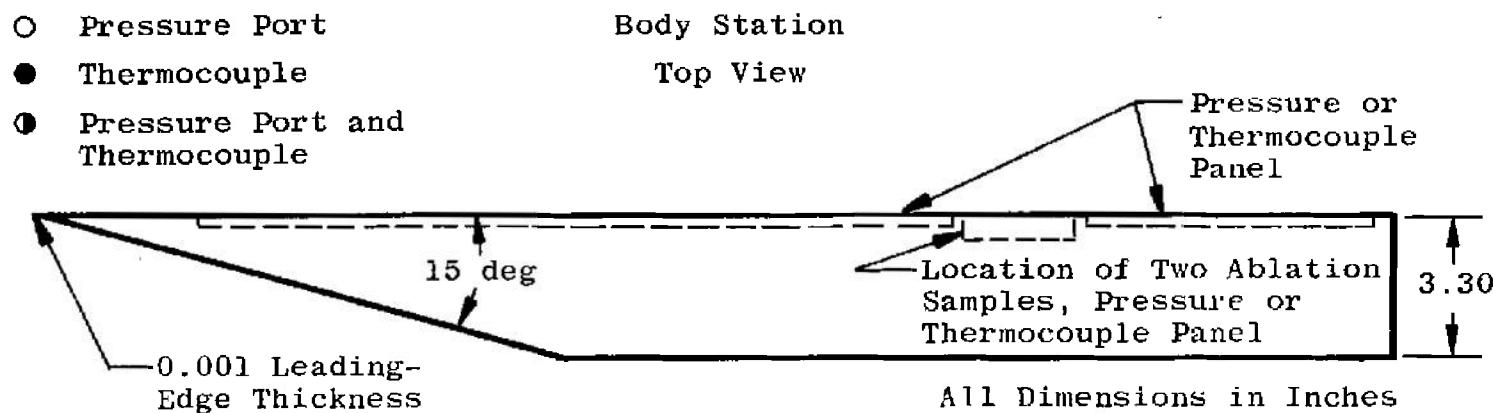
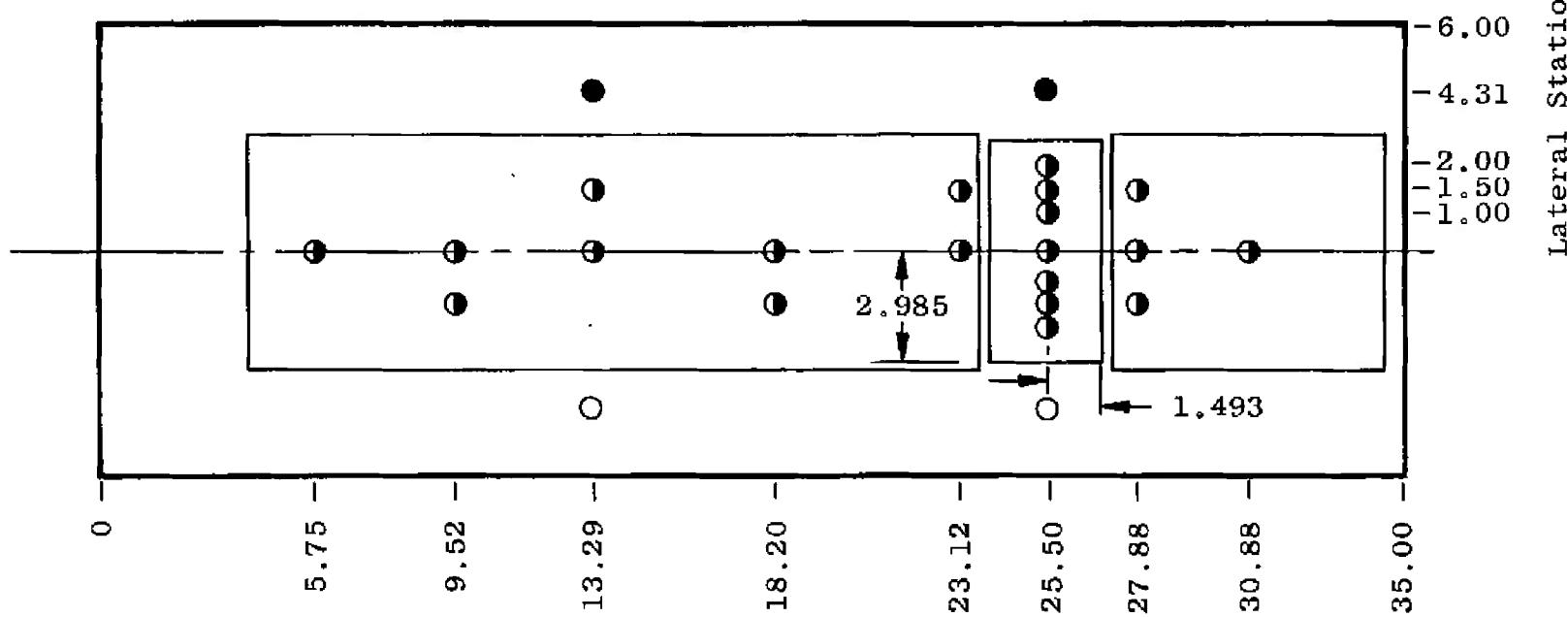
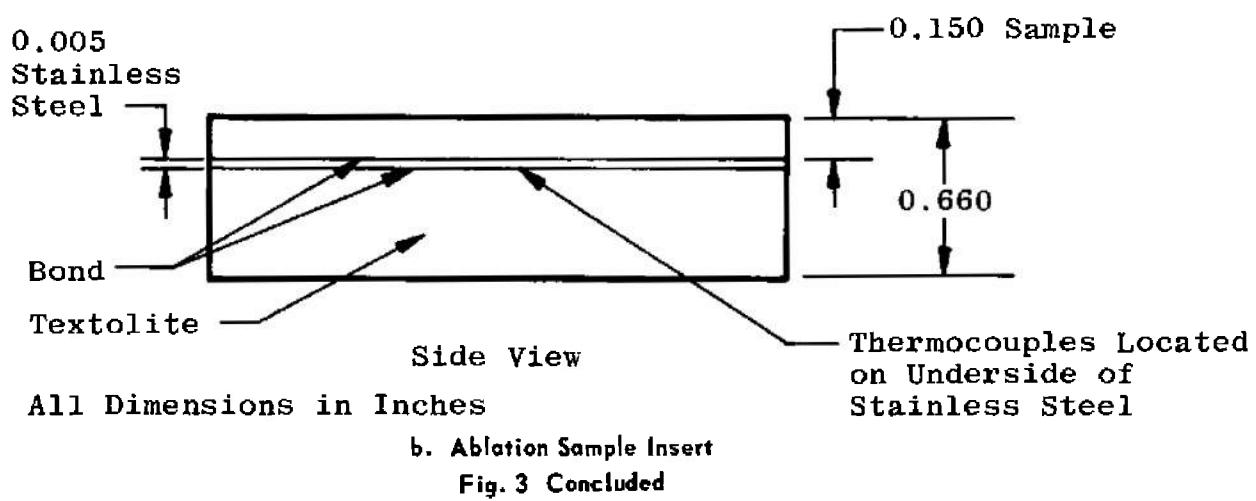
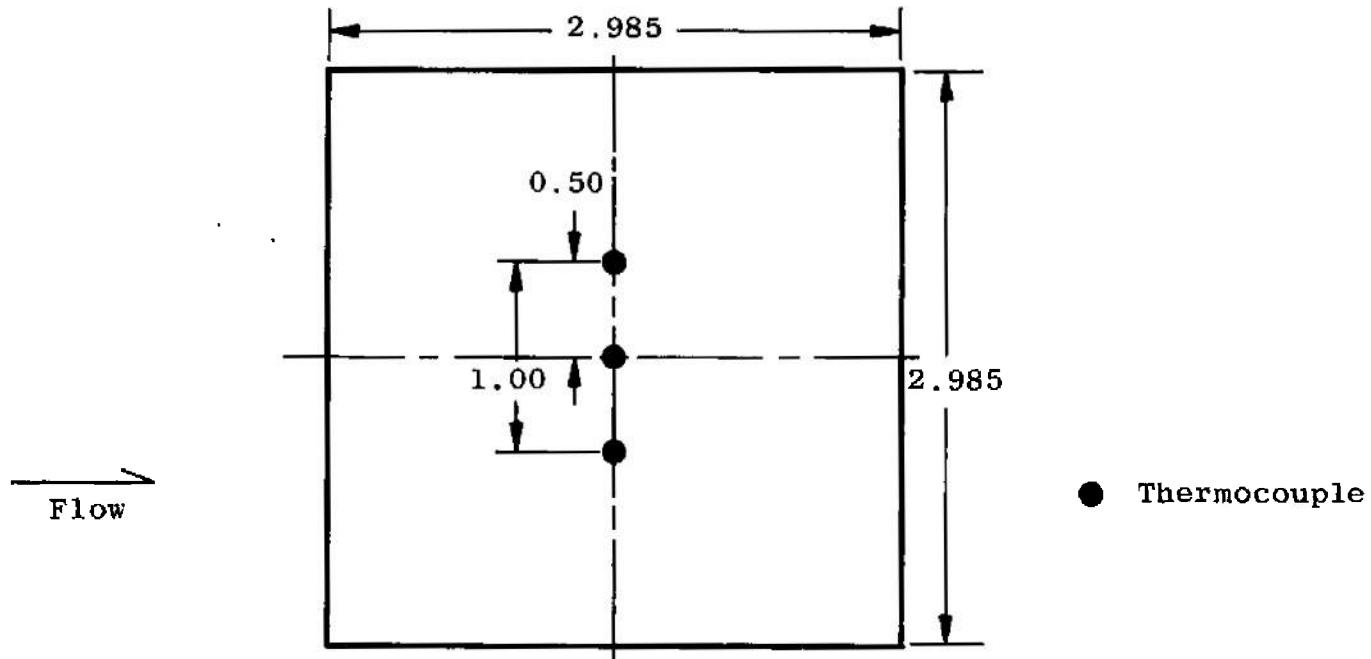


Fig. 2 Installation Photograph



a. Flat Plate

Fig. 3 Model Detail



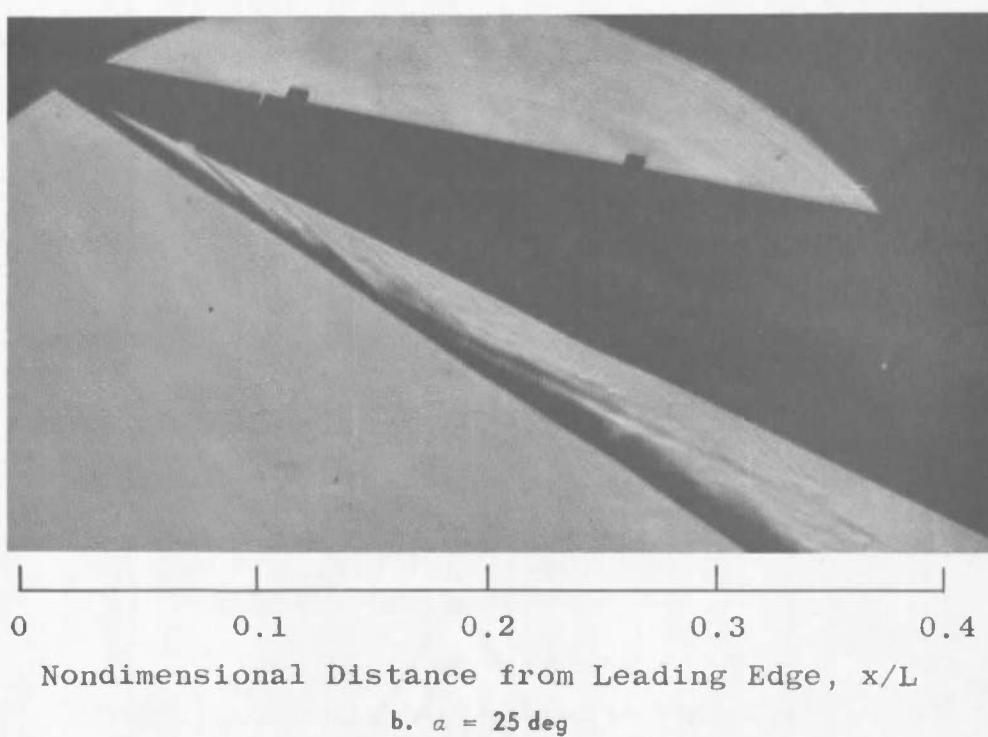
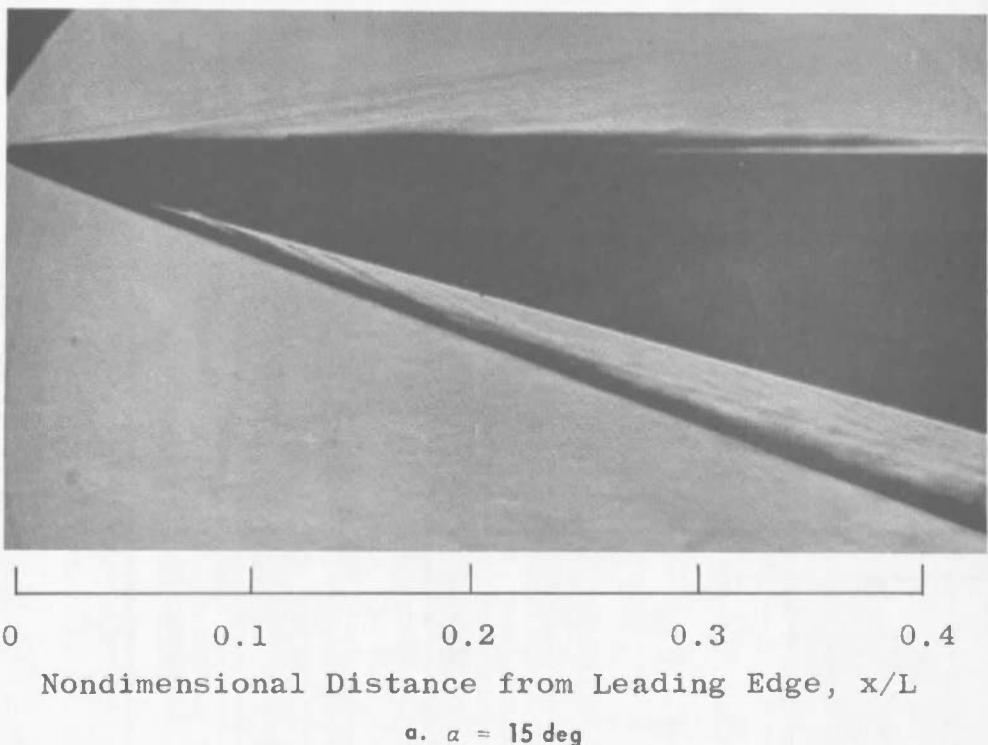


Fig. 4 Typical Schlieren Photographs

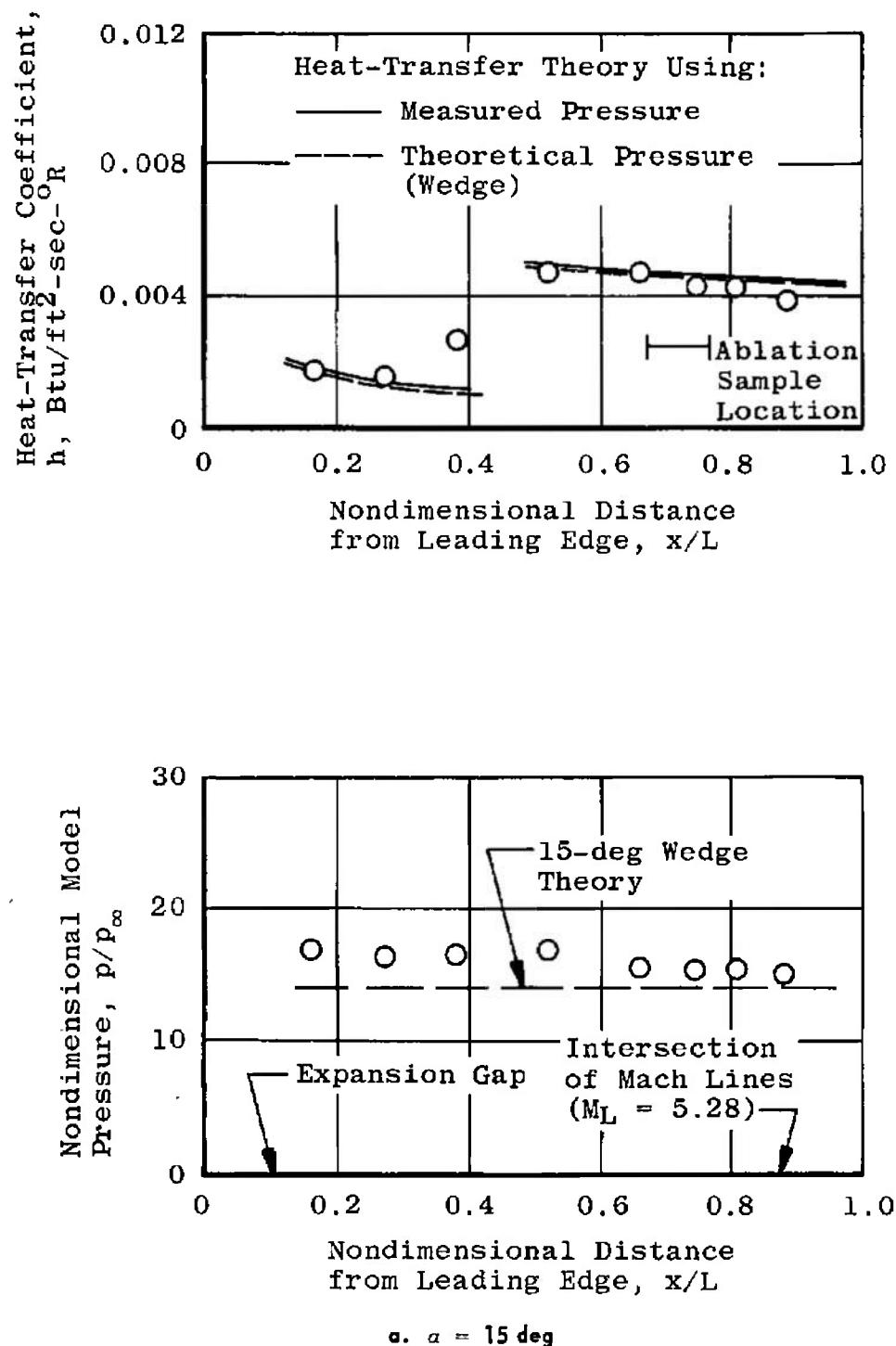


Fig. 5 Flat Plate Centerline Flow Characteristics

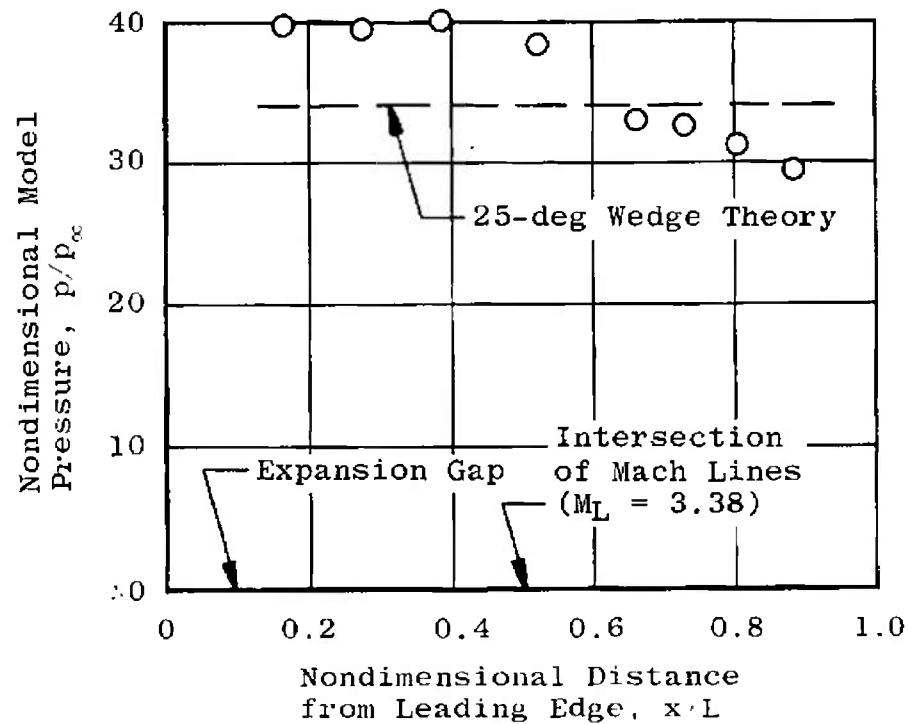
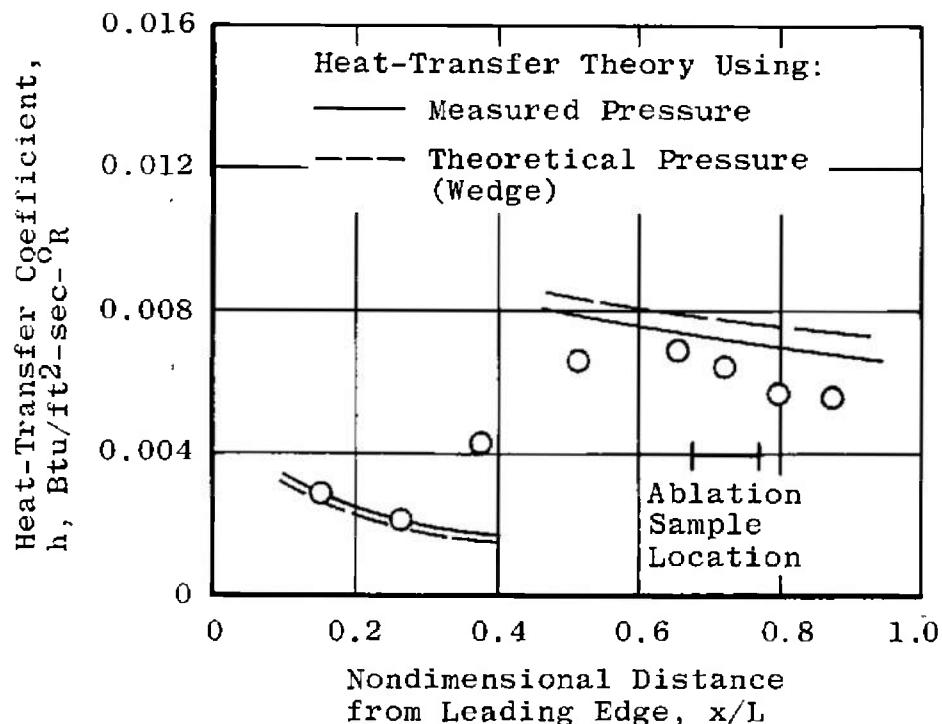
b.  $\alpha = 25$  deg

Fig. 5 Concluded

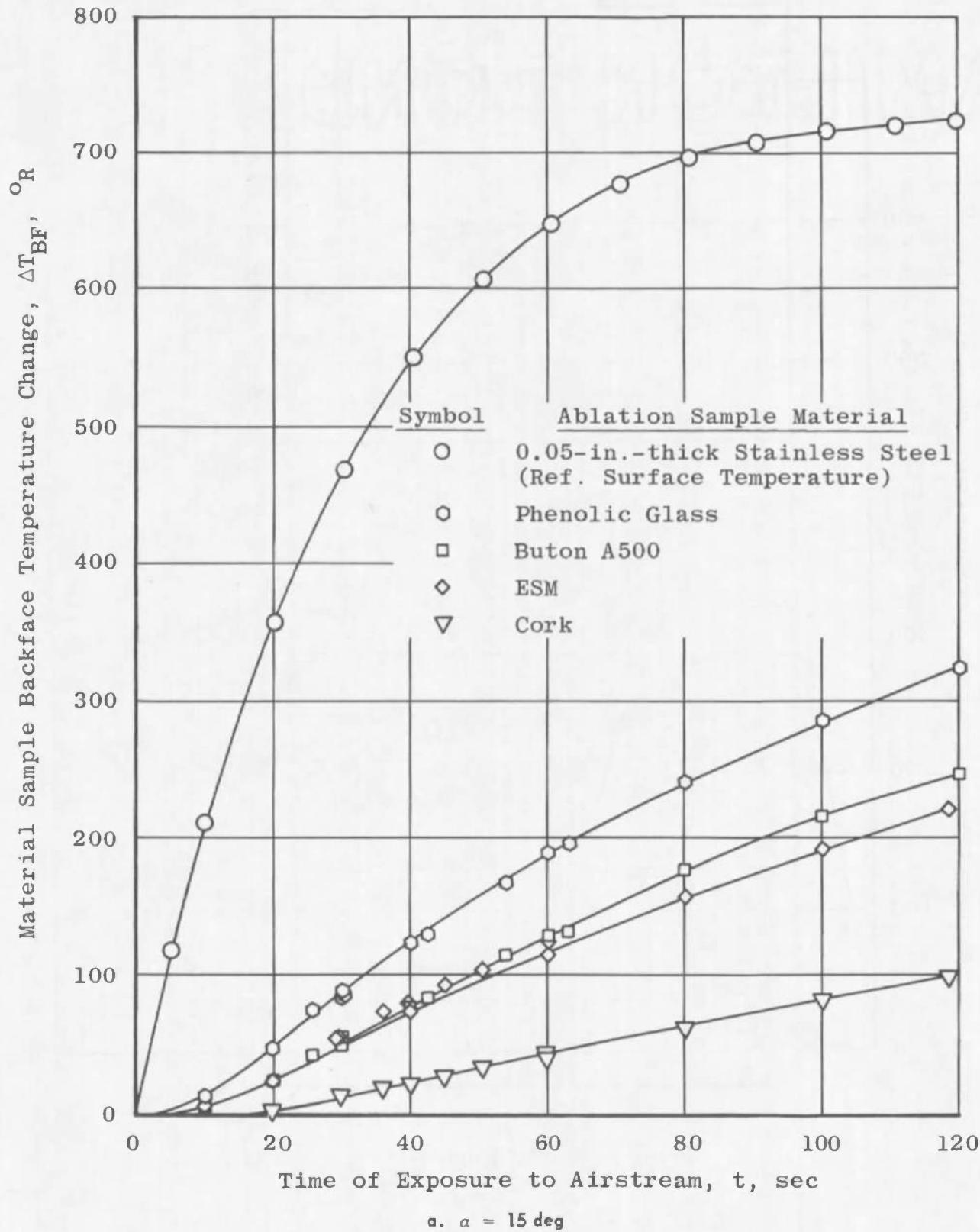
a.  $\alpha = 15 \text{ deg}$ 

Fig. 6 Material Insulative Performance

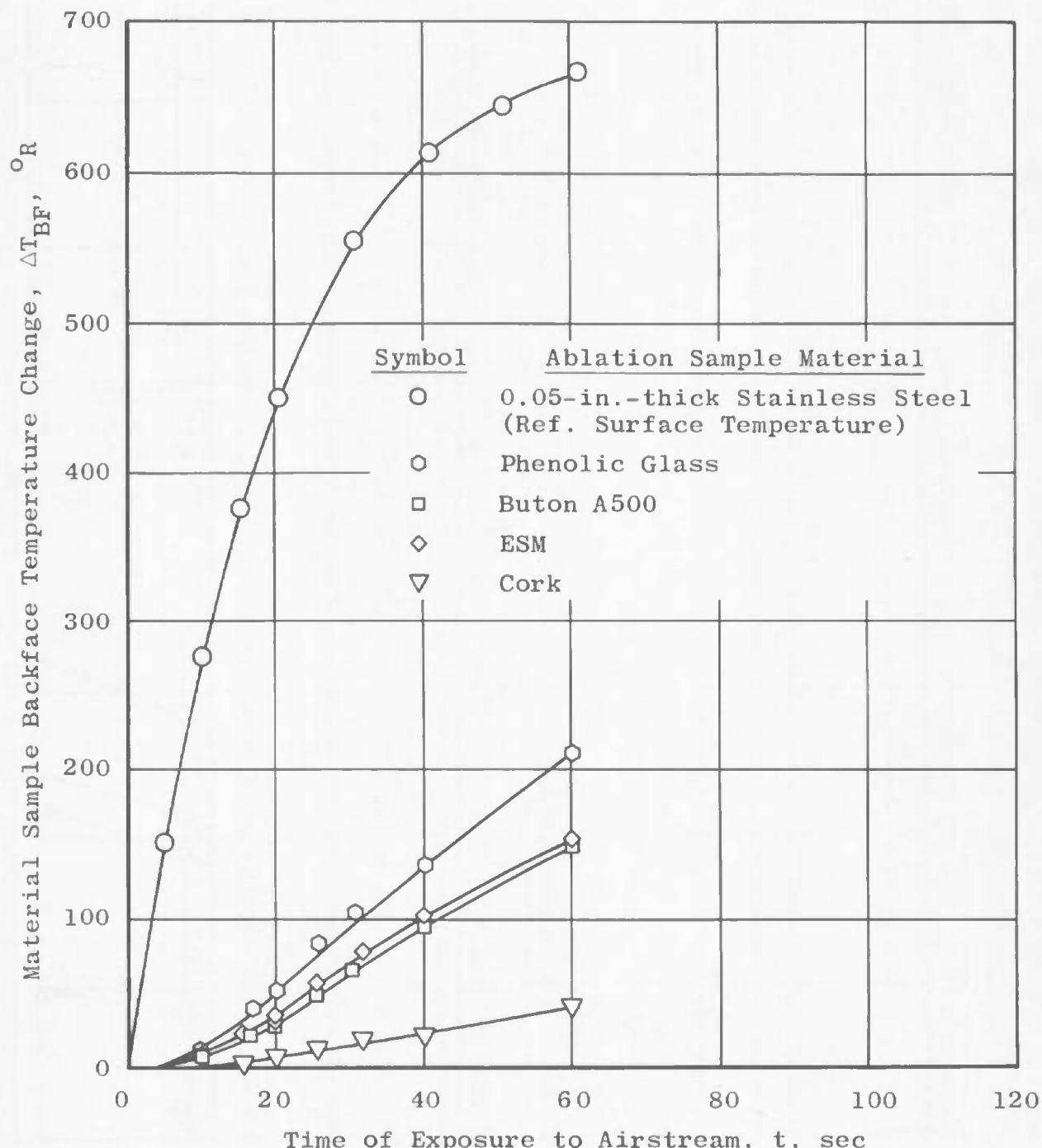
b.  $\alpha = 25 \text{ deg}$ 

Fig. 6 Concluded

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## 13 ABSTRACT

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